

NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D. C.

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5 June 1924.

BUREAU OF NAVIGATION NEWS BULLETIN NO. 46.

The Bureau requests that this Bulletin be given free circulation among officers and that items of interest be published to the Enlisted Personnel. This bulletin is NOT confidential and may be destroyed at the discretion of the Commanding Officer. Constructive suggestions for improvement will be appreciated.

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LEGISLATION: Omnibus and Equalization Bills.

Indications are that neither the Omnibus Bill nor the Equalization Bill will pass at the present session of Congress.

READJUSTMENT JOINT SERVICE PAY BILL.

H. R. 4820, an Act to readjust the pay and allowances of the commissioned and enlisted personnel of the Army, Navy, Marine Corps, Ost. Gd., Coast and Geodetic Survey, and Public Health Service, approved June 10, 1922, has been passed by both the House of Representatives and the Senate. It now simply awaits the signature of the President before becoming law.

The following provisions contained therein, affect the enlisted personnel of the Navy:

- (a) The counting of all active service as commissioned or warrant officers, temporary and reserve, for purposes of computing longevity pay, in the cases of men who reverted to an enlisted status.
- (b) The readjustment of the pay of the Naval Academy Band, granting to the members thereof, the pay they were receiving on 30 June 1922, under decisions of the Comptroller of the Treasury in force on that date.
- (c) The retainer pay of transferred members of the Fleet Naval Reserve, transferred prior to 1 July 1922, to be computed on the rates of pay prescribed in the Act approved 10 June 1922.

ADVANCEMENT IN RATING - ENLISTED MEN:

The provisions of Article D-4104, Bureau of Navigation Manual allowing commanding officers to recommend men at the completion of nine months' satisfactory service, apply only to petty officer grades and not to chief petty officers.

Article D-4103 states that petty officers first class will not be recommended for advancement until they have served one year with certain average marks, which year shall have been on seagoing vessels or other specified equivalents.

RADIOMEN TO BE ASSIGNED TO TEMPORARY DUTY TO BECOME FAMILIAR WITH EQUIPMENT, LOCATION AND PERSONNEL.

In order that radiomen may become familiar with the equipment, location and personnel of stations with which they may in the future be handling traffic, the Bureau has recently directed Commanding Officers of Receiving Ships to arrange with Commandants for assigning radiomen on general detail or awaiting transportation to such temporary duty at nearby radio station as may be practicable. It is particularly desired that radiomen under orders to radio stations beyond the continental limits of the United States be so assigned.

TRADE SCHOOLS - GRADUATES OF.

Recently the Bureau had occasion to comment upon a report of a certain trade school that graduates from that school after being sent to the service and while still in the non-rated grades were being assigned duties as messmen. The following is quoted from the Bureau's comment:

Non-rated men are given a course of instruction at trade schools in order that they may qualify for petty officer ratings. Graduates from trade schools should be assigned to duties that will permit them to continue their training, in order that when fully qualified they may be advanced in rating.

While under training, after leaving trade schools, non-rated men will be required to perform any additional duty ordinarily performed by men of similar ratings. They are in the class of "strikers" and are not exempt from duty such as mess cooks, etc.

That graduates from the radio school were assigned mess duties is considered eminently proper, as the Bureau presupposes that this detail is only of a temporary nature and that their commanding officer is fully cognizant of the valuable training these men have undergone, and that he will take full advantage of their knowledge of radio and give them opportunity to continue their studies of that subject.

ELIGIBILITY LIST:

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The date of examination of a man recommended to the Bureau for advancement determines his position on the Bureau's eligibility list if the required service has been completed.

Where a man has been recommended after nine months' satisfactory service, as contemplated in Article D-4104, Bureau of Navigation Manual, he is placed on the list as of the date the year's service is completed, and takes precedence with others placed on the list the same day in accordance with their respective dates of examination.

TRANSFERRING MEN.

Every effort must be made during the fiscal year 1925 to avoid incurring any obligation against the appropriation "Pay, Navy," for which the Government receives no commensurate return.

Commanding Officers of Receiving Ships frequently report to the Bureau that men in considerable numbers are being held overtime, and of course, receive one-quarter additional to their pay, on account of the failure to send promptly all papers necessary before discharges can be effected.

Attention is invited to Arts. D-6030 to 6037 inclusive, Bureau of Navigation Manual, giving general instructions for transferring men.

ADVANCEMENT IN RATING - EFFECTIVE DATE OF:

The Bureau issues authorization for advancement in rating from the eligibility lists by form letter in phraseology such as always to leave to the commanding officer the final determination of the advancement and its effective date.

Some commanding officers have taken this to mean that they may indicate an effective date that is prior to the date of receipt of the Bureau's authorization on board. This is erroneous; the effective date may be later than the receipt of the letter, but never earlier.

HYDROGRAPHIC OFFICE:

Soundings of 15 to 80 fathoms were obtained by a merchant vessel in latitude 28° 20' North, longitude 115° 50', approximate or about 12 miles to the westward of San Benito Islands. The Hydrographic Office desires to have naval vessels passing to the westward of San Benito Islands take soundings for the purpose of developing any shoal area that may exist in this locality.

OLYMPIC GAMES:

In the final Boxing Tryouts for the Olympic Games, the Navy only had J.J. Madden, Ph. M. 3c, to qualify, the other members of the Navy Team failed, but particular credit should be given to Lieut. E. W. Schell, USN., Lieut. R. A. Boone, USMC. and Ensign E. L. Monagin, USN.

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It is to be deeply regretted that Ensign W. S. Kurtz, USN, was unable to compete owing to the death of his Father.

The showing of Ensign W. V. O'Regan was such that although defeated, he will be taken over as a reserve boxer.

Lieutenant (j.g.) E. G. Fullinwider, USN, was erroneously omitted from the last Bulletin of those having qualified for the Olympic Fencing Team.

NAVAL RESERVE ACTIVITIES.

Hearings on the Naval Reserve Reorganization Bill were held before the House Naval Affairs Committee Tuesday, May 20th to Friday, May 23d. Indications are that this Bill will not be reported out at the present session of Congress.

Eagle No. 9, 5th Naval District is now absent on a 15-day cruise. Havana, Cuba is included in the itinerary. Fifteen day cruises are also in progress by the Eagles of the 1st. Naval District and the District of Columbia. A Squadron cruise of vessels on the Great Lakes will be made to Cleveland, Ohio during the Republican National Convention.

Arrangements have been made for the training of a number of Naval Reservists on vessels of the Fleet.

Members of the Aviation Branch of the Naval Reserve Force have been authorized to maintain efficiency by performing flights of one-half hours' duration or ground instruction of one and one-half hours' duration in lieu of drills at Naval Reserve and Naval Aviation stations.

Enlisted men of the Naval Reserve Force will not hereafter be required to take a physical examination for confirmation or advancements in rating.

It has been decided by the Judge Advocate General that a physical examination is required for the enrollment, reenrollment, appointment, commission, confirmation or promotion of a Naval Reserve Officer; that waivers for enrollment and reenrollment in all classes except Class 2 may be granted by the Department; and that waivers cannot be granted for enrollment or reenrollment in Class 2 nor for appointment, commission or promotion in any class.

Under a recent decision by the Comptroller General, instructions have been issued for the payment of retainer pay to members of the Naval Reserve Force throughout the first, second and third enrollment years, at the expiration of each enrollment quarter, when he has attended the prorata number of drills or performed equivalent duty. However, no payment will be made for the last enrollment year, unless in addition to having attended the prorata drills, the reservist has also performed at least 60 days' active service during the current enrollment. As it now stands, a reservist must perform 2 months' active service during each enrollment regardless of what classes he may have been assigned to during such enrollment.

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15 June 1924

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LINE OFFICER PERSONNEL - DISTRIBUTION OF.

The Bureau of Navigation is constantly receiving from flag officers, from ships in commission, and from shore stations, demands for experienced line officers, for specially qualified engineer officers, radio officers, and fire control officers, and for permanency in officer personnel, which shows a failure to understand the existing line officer personnel situation.

A careful study of the available line officer personnel shows that in order to provide absolutely essential officers for the shore establishment, for cruisers, destroyers, and other vessels in commission of less military value than the battleships but none the less essential to fleet efficiency, the maximum number of line officers senior to the grade of ensign that can at the present time be provided for battleships in commission is as follows:

Capt.	Comdr.	Lt. Comdr.	Lieut.	Lt. (jg)
1	1	5	9	7

The minimum number of line officers senior to ensign reported by battleships as necessary in order to meet their essential requirements, is as follows:

Capt.	Comdr.	Lt. Comdr.	Lieut.	Lt. (jg)
1	1	6	14	10

It is impossible to provide battleships with the above requested number of officers without depriving shore stations and smaller ships of officers considered essential to a continuation of their present activities, and the Bureau is in need of assistance from commanding officers in stretching the available supply of officers to meet present needs and in requiring officers of junior rank to qualify for and perform the duties of the higher ranks until such time as officers of higher rank are available.

The Department does not consider the shortage of officers at sea sufficiently serious at the present time to suspend the post-graduate schools and the War College, and lacking other source of supply, it is evident that officers of the rank of ensign must be required to perform the duties of lieutenants and lieutenants of the junior grade until the number of officers in those ranks has increased sufficiently to meet the demands.

Because of the larger number of experienced line officers serving on board battleships, the Bureau must depend upon battleships to provide the greater part of the sea training of inexperienced officers, and for that reason must require battleships to carry and train an excessive number of ensigns until they are sufficiently experienced to be assigned to other duty.

For information a statement of the distribution of Naval Academy officers at sea on battleships, destroyers, and submarines, on 30 June, 1924, is tabulated as follows:

Battleships.

	<u>Allowance</u>	<u>Attached</u>	<u>Excess</u>	<u>Vacancy</u>
Comdr.	18	23	5	
Lt. Cdr.	90	93	3	
Lieut.	108	89		19
Lt. (jg)	72	130	58	
Ensign	540	630	90	
				Plus 156 Minus 19

DESTROYERS.

	<u>Allowance</u>	<u>Attached</u>	<u>Excess</u>	<u>Vacancy</u>
Comdr.	103	31		72
Lt. Cdr.	0	82	82	
Lieut.	206	63		143
Lt. (jg)	206	209	3	
Ensign	206	221	15	
				Plus 100 Minus 215

SUBMARINES IN COMMISSION.

	<u>Allowance</u>	<u>Attached</u>	<u>Excess</u>	<u>Vacancy</u>
Comdr.	1			1
Lt. Cdr.	85	11		74
Lieut.	137	122		15
Lt. (jg)	85	90	5	
Ensign		56	56	
				Plus 61 Minus 90

DISTRIBUTION OF OFFICER PERSONNEL - 1 JUNE 1924.

	Sea	Shore	Instr- uction	Hospital	Total
Commanders	134	191	22	2	349
Lt. Comdr.	399	220	13	6	638
Lieuts.	841	445	119	12	1416
Lieuts. (jg)	657	82	61	8	818
Ensigns	858	16	55	12	941
Total	2889	954	270	40	4153

COMMISSIONED LINE OFFICERS ASSIGNED TO AVIATION.

Rear Admiral	1
Captains	10
Commanders	11
Lt. Comdrs.	43
Lieutenants	201
Lieutenants (jg)	88
Ensigns	8
Total	372

From the above tabulations it is obvious that, regardless of the fact that the demands of efficiency make necessary a sufficiency and permanency of personnel, the battleships with their greater number of experienced officers must be utilized to the limit of their capacity in the training of inexperienced officers, and must be required to provide officers to fill vacancies on smaller vessels of the fleet which now exist and which will result from attrition in the future, and that the fleet must furnish officers to make up new classes at the postgraduate schools for line officers.

The Bureau of Navigation is making every effort to arrive at a distribution of available officer personnel which will permit of retaining officers on board one ship for a full tour of sea duty, but it is a fact that so long as there is no reserve of unemployed officers available, casualties must be replaced by officers taken from important assignments, and vacancies which occur in the officer complements of smaller ships must usually be filled by the battleships which have senior and experienced officers available to supervise the work of juniors who can be fleeted up to fit the vacancies. There is no other source of supply of experienced line officers than the fleet, and in view of the experience with personnel in 1917-1918, the Bureau of Navigation considers it a major part of the fleet's duty in time of peace to bring the officer personnel up to a condition of efficiency which will permit of its individual members being utilized for positions which are at the present time occupied by their seniors.

The Bureau of Navigation at best can only distribute equitably the available supply of line officers, and must depend upon the fleet to provide the sea experience.

HYDROGRAPHIC NEWS.

The following commendatory letter has been forwarded by the Secretary of the Navy to Captain Harry K. Cage, USN.:

May 10, 1924.

From: Secretary of the Navy.
To: Captain Harry K. Cage, USN.

SUBJECT: Letter of commendation.

1. The records of the Hydrographic Office show that the U.S.S. ROCHESTER under your command has done much survey work and has made many observations and reports which have been of value to the Hydrographic Office in the correction of charts and Sailing Directions to bring them up to date. In fact, the ROCHESTER under your command has been more active in this respect than any other vessel in the Navy.

2. Inasmuch as this represents an unusual performance in addition to regular duties and having regard for the excellent manner in which this work was accomplished, both as to thoroughness and accuracy, it is felt by the Department that you and the officers and men under your command who took part in the making of these surveys and observations, are to be commended. Accordingly, I take great pleasure in communicating this to you and in placing a copy of this letter on your 'Report of Fitness'.

3. It is requested that you communicate the foregoing to the officers and men who have assisted in this work."

/Signed/ Curtis D. Milbur."

Incident to the change in the Nautical Almanac for 1925, eliminating the astronomical day and tabulating all ephemerides for the civil day, the following Hydrographic Office publications are effected:

Bowditch, being reprinted.

Errata sheets are being printed for H.O. Publications Nos. 71, 127, 200 and 202.

The text of H.O. Nos. 201 and 203 will be reprinted but will not be available until shortly before January 1, 1925.

NEW SERVICE RECORD.

A new loose-leaf service record is in the hands of the printer and will be issued to the service. The old record was not designed for use in typewriters and entries had to be copied for the Bureau's files. By the use of a loose-leaf, all entries in the record can be made by typewriter and a duplicate carbon copy for the Bureau's files made at the same time thus obviating many of the reports now made on separate forms. The new record carries as part of the cover a pocket for correspondence.

The forms for entries have been changed into a more convenient form and among these changes will be noted the substitution of "Conduct" for "Sobriety and Obedience". The Instructions shortly to be issued are in convenient form and it is hoped that the Service will carefully follow them in order to get the full advantage of this new record.

SUBMARINE TRAINING SCHOOL, NEW LONDON, CONNECTICUT.

It is expected that the recently established Submarine Training School at New London, Connecticut, will be ready to receive men for instruction shortly after 1 July 1924. The instruction to be given will consist of (1) a preliminary training in submarine duties as they apply to all ratings and (2) a special training in submarine duties as they apply to the individual ratings of a submarine's complement. The Bureau will order men of no previous submarine experience to this School in numbers sufficient to meet the expected losses from all submarines, due to expirations of enlistments and other causes. Upon graduation these men will be sent to the Fleet to be distributed to meet the requirements of the individual submarines. Requests for this submarine instruction should be forwarded to the Bureau for action.

REPORT FOR "RECREATION ENLISTED MEN"

It is requested that report for "Recreation Enlisted Men" - Form N-Nav. 539 be submitted as soon after June 30 as possible in order that the Bureau may close its records and determine the status of the appropriation.

NAVAL RESERVE ACTIVITIES.

The Department has approved a cruise of members of the Naval Reserve Force of the First, Fifth and Sixth Naval Districts on the U.S.S. UTAH. The reservists of the First Naval District will embark for this cruise at Boston, Mass., on July 15, and the UTAH will proceed with them to Narragansett Bay. After returning with them to Boston on July 29, she will proceed to Charleston, S.C., and embark reserves of the Sixth District, cruising with them to Narragansett Bay and returning to Charleston on August 14. She will then proceed to Hampton Roads, embark reserves of the 5th Naval District, proceed to Narragansett Bay and return to Hampton Roads.

The U.S.S. HAWK has been transferred from the 7th Naval Reserve Regiment, 9th Naval District, Milwaukee, Wis., to Great Lakes, Ill., and is now being used as a station ship by the reservists attached to the Naval Reserve Aviation unit.

The Naval Appropriation Act for the fiscal year 1925 appropriates funds for five naval reserve aviation units. These units have already been established and no funds are available for the establishment of new units. This act also appropriates funds for the Naval Reserve Force for the same purposes as provided during the fiscal year 1924.